

AN ORDINANCE

BY COUNCILMEMBERS MICHAEL BOND, VERN MCCARTY, JIM MADDOX, CLETA WINSLOW, DEBI STARNES, JULIA EMMONS, MABLE THOMAS, DOUG ALEXANDER AND CLAIR MULLER AS SUBSTITUTED BY FINANCE/EXECUTIVE COMMITTEE.

AN ORDINANCE TO CREATE THE ATLANTIC STATION SPECIAL DISTRICT AND FOR OTHER PURPOSES.

WHEREAS, the Council of the City of Atlanta (the "Council") is the governing body of the City of Atlanta (the "City"), a municipal corporation of the State of Georgia (the "State"); and

WHEREAS, Article IX, Section II, Paragraph VI of the Constitution of the State provides that special districts may be created for the provision of local government services within such districts; and fees, assessments and taxes may be levied and collected within such districts to pay, wholly or partially, the cost of providing such services therein and to construct and maintain facilities therefor; and

WHEREAS, Article IX, Section II, Paragraph VI(c) of the Constitution of the State provides that such districts may be created by municipal or county ordinance or resolution; and

WHEREAS, the Council created the Tax Allocation District Number Two-Atlantic Steel on December 31, 1999 (the "Atlantic Station TAD"); and

WHEREAS, the boundaries of the proposed special district, which boundary description is attached hereto as Exhibit "A" (the "Atlantic Station Special District"), are proposed to be coterminous with the boundaries of the Atlantic Station TAD; and

WHEREAS, the Council has determined that it is in the best interest of the City to create such Atlantic Station Special District and to provide local government services within such Atlantic Station Special District, including redevelopment services, which by example include but shall not be limited to: (A) clearing, grading and otherwise preparing the site for redevelopment; (B) environmental remediation of the site; (C) design, construction and installation of all utilities, such as water, sewer, storm drainage, electric, gas and telecommunications; (D) design, construction and installation of sidewalks, bikeways, curbs, gutters and all other public works; and (E) design and construction of all parking (collectively, the “Atlantic Station Special District Services”).

**THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA HEREBY ORDAINS
AS FOLLOWS:**

Section 1. Creation of the Atlantic Station Special District. The City hereby creates the Atlantic Station Special District pursuant to Article IX, Section II, Paragraph VI of the Constitution of the State.

Section 2. Boundaries of the Atlantic Station Special District. The boundaries of the Atlantic Station Special District shall be as set forth in Exhibit “A” attached hereto and are coterminous with the boundaries of the Tax Allocation District Number Two-Atlantic Steel created by the City on December 31, 1999.

Section 3. Conflict; Repealer. Any and all ordinances and parts of ordinances in conflict herewith are hereby repealed.

EXHIBIT A

ATLANTIC STATION SPECIAL DISTRICT BOUNDARY DESCRIPTION

A tract of land in the City of Atlanta comprised of both private parcels and public rights-of-way shall be set aside as The Atlantic Steel Brownfields Redevelopment Area and Tax Allocation Bond District No. 2 and those parcels and rights-of-way comprising the district are more particularly described as follows:

Beginning at a point on the eastern right-of-way (ROW) of Techwood Drive at its intersection with the southern ROW of 16th Street and the western ROW of the southbound 14th Street exit of I-75; thence westerly along the southern ROW of 16th Street to the eastern ROW of Fowler Street; thence south along the eastern ROW of Fowler Street approximately 240 feet to a point; thence in a westerly direction across the ROW of Fowler Street and 170 feet along the southern property line of a vacant tract to its western property line; thence north approximately 87 feet along that property line to the southern property line of a vacant tract; thence westerly along said tract 170 feet to the eastern ROW of Barnes Street; thence westerly across the ROW of Barnes Street and continuing westerly along the south side property lines of 1270 Barnes Street, NW, and 1271 Lyle Place, NW to the eastern side of the ROW of Lyle Place; thence westerly across Lyle Place to the southeast corner of 1272 Lyle Place, NW and continuing along its south side property line 68 feet to its rear property line; thence westerly to the western ROW of Holly Street to a point 200 feet south of the southwestern intersection of 16th Street and Holly

Street; thence continuing in a westerly direction to and across the ROW of Francis Street and continuing westerly to the western ROW of Atlantic Drive; thence south along its western ROW 104 feet to a point; thence in a western direction to the eastern ROW of State Street; thence southerly along the eastern ROW of State Street to its intersection with the northern ROW of 14th Street; thence westerly along the northern ROW of 14th Street to the intersection with the western ROW of State Street; thence northerly along the western ROW of State Street to a point that is 304.50 feet south of the intersection of said ROW and the southern ROW of 16th Street; thence continuing westerly 135 feet to a point; thence south to the southern ROW of 15th Street; thence east 195 feet to the eastern ROW of State Street; thence south along the easterly State Street ROW to its intersection with the south ROW of Laurent Street; thence westerly along said south ROW of Laurent Street to its intersection with the east ROW of Mecaslin Street; thence south to its intersection with the north ROW of 14th Street; thence east along the northern ROW of 14th Street to its intersection with the west ROW of Techwood Drive; thence north along the western ROW of Techwood Drive to the intersection with the northern ROW of 16th Street; thence easterly along said northern ROW to the intersection with the eastern ROW of Techwood Drive; thence south along the eastern ROW of Techwood Drive to its intersection with the southern ROW of 10th Street; thence west along the southern ROW of 10th Street to its intersection with the western ROW of Techwood Drive; thence north along the western ROW of Techwood Drive to its intersection with the southern ROW of 14th Street; and thence west along the southern ROW of 14th Street to the eastern ROW of Northside Drive; thence south along the eastern ROW of Northside Drive to the midpoint of the railroad bridge and the northern boundary of the

Westside TAD; then westerly across Northside Drive ROW to its western ROW; then northerly along the western ROW of Northside Drive to its intersection with the southern ROW of 14th Street; and thence in a westerly direction along the southern ROW of 14th Street to the eastern ROW of Howell Mill Road; thence in a southerly direction, along said eastern ROW of Howell Mill Road to the northern side of its intersection with Northside Drive/Marietta Street; thence westerly across the Howell Mill Road/Marietta Street ROW intersection to its western ROW; and thence north along said western ROW of Howell Mill Road to its intersection with the northern ROW of I-75; thence in an easterly direction along the northern ROW OF I-75 to its intersection with the eastern ROW of Howell Road; thence in a southerly direction following along the eastern ROW of Howell Mill Road to the northern ROW of 14th Street; thence east along said ROW to the western ROW of Northside Drive; thence north along the western ROW of Northside Drive to a point on the northerly side of said ROW intersection with the north ROW of I-75 ; thence easterly across the ROW of Northside Drive to the eastern ROW of Northside Drive; thence south along said eastern ROW of Northside Drive to its intersection with the eastern ROW of Hemphill Drive; thence southeasterly along the curvature of Hemphill Drive at its merger with Northside Drive to the northern ROW of 14th Street; and thence east along the northern ROW of 14th Street (700 feet) to a point; thence northerly (200 feet) to a point; thence in a northwesterly direction 245 feet to a point; thence 611 feet to the eastern ROW of Northside Drive; thence 310 feet to the southern ROW of Norfolk Southern Railroad; thence along the curvature of the south side of the Norfolk Southern Railroad ROW approximately 5,000 feet to a wall and the southwestern side of I-75 ROW; thence in a southeasterly direction along the I-75

ROW to its intersection with the eastern ROW of Techwood Drive, the southern ROW of 16th Street and the point of beginning, together with two out parcels (A & B) adjacent to the Norfolk Southern Railroad ROW more particularly described as follows:

Parcel A comprising approximately six (6) acres lying between the Norfolk Southern Railroad ROW and Bishop Street beginning 275 feet east of Northside Drive on the south side of Bishop Street and running easterly along Bishop Street to a point on its southern ROW; and thence southerly 595 feet to the northern ROW of Norfolk Southern Railroad; thence west 476 feet along said ROW to a point and running northerly 683 feet to the southern ROW of Bishop Street and the point of beginning.

Parcel B which lies on the eastern side of Mecaslin Street containing approximately two (2) acres between the ROW of the mainline Norfolk Southern Railroad and a Norfolk Southern industrial belt spur ROW adjacent to the eastern ROW of Mecaslin Street as follows: beginning at a point of the eastern ROW of Mecaslin Street and the northwestern side of the Norfolk Southern Railroad spur line (industrial belt) ROW and running north along the eastern ROW of Mecaslin Street 253 feet to the southeastern side of a 15 foot alley and running thence along the southern side of the alley approximately 392 feet and thence southerly 237 feet to a point on the northwestern ROW of the Norfolk Southern Railroad industrial belt line; thence westerly 507 feet to the eastern ROW of Mecaslin Street and the point of beginning.

Less and excepting therefrom 2 parcels described as follows:

Tax Parcel 17-0149-LL005 and Tax Parcel 17-0108-0007-004.

Said district containing approximately 150 acres plus public ROW along streets adjacent to and serving the district.